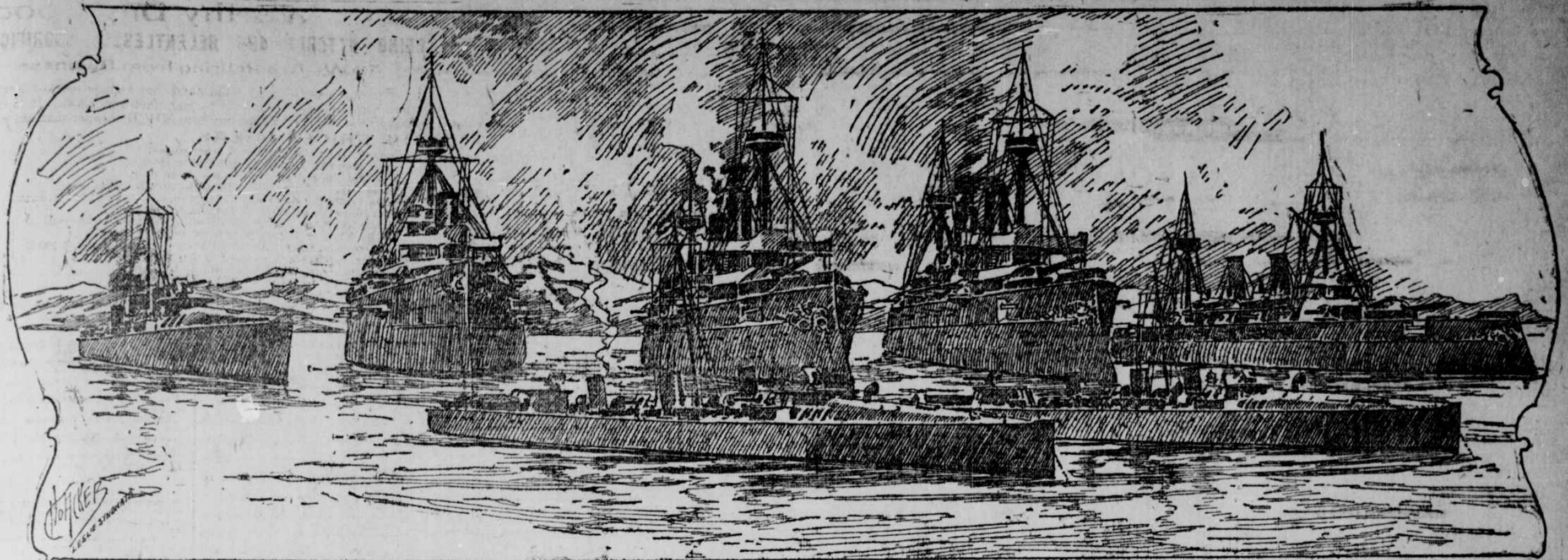


SCENE OF SPAIN'S SHIPS.



Cristobal Colon.

Torpedo-Boat Pluton.

Admiral Oquendo.

Viscaya.

Furor.

Maria Teresa.

The Spanish Fleet Which is Reported to Have Run Into Santiago de Cuba.

YET TO BE SOLVED.

QUESTIONS AS TO THE MERITS OF MODERN WAR VESSELS.

WHAT THEY HAVE AIMED TO DO.

Distribution of the Two Great Qualities of Speed and Strength—Battleships, Cruisers, Gunboats, and Torpedo-Boats.

(For the Dispatch.)

WASHINGTON, May 21.—What will the coming sea-fight show to be the most formidable style of warship, of all the arms vessels upon which the nation pins its faith? This is the question to which the whole world awaits a practical answer. To obtain the answer it will be necessary to spill much blood, and send millions of dollars' worth of property to the bottom of the sea, but no practical lesson in warfare was ever learned without an expenditure of this kind, and, anyhow, as the blood-shedding is inevitable the most might as well be gotten out of it.

The designers of fighting ships have theorized beautifully. They have had so many years of peace in which to plan and scheme that it is natural that they should believe that the art of designing and building fighting machines has been brought to perfection. They have graded the strength of the naval craft from the big battleship to the saucy little torpedo-boat, according to all the best teachings of the art of war, which include such apparently unwelcome maxims as that there are times when the right thing to do is to run away and keep running until you are out of the enemy's reach.

JUDICIOUS FLIGHTS.

"Those who fight and run away will live to fight another day" is an adage that has been improved upon by our naval designers. Their revised version of the proverb, the revision of which dates from the birth of the ironclad fighting craft, is "those who run away without fighting will live to make some other craft fight or run away."

It would be folly for a cruiser to attack a battleship, for the reason that the battleship is supposed to be invulnerable to the attack of the guns that a cruiser usually carries. On the other hand, it would be absurd for a battleship to chase a cruiser that was beyond gun-shot distance, for the cruiser would walk away from the battleship in a trial of speed. This is the principle upon which modern vessels of war are built. Where armor is lacking, speed is there, so that the advantage of the lumbering battleship may be offset by the cruiser's speed. A battleship is a floating fort, a mass of steel, protected all round with plates of the hardest metal procurable. Around her most vulnerable points are 13-inch armor plates of Harveyized steel; her deck is a steel casing from 3 to 5 inches thick. Her guns are placed in revolving turrets, the metal of which is from 12 to 18 inches thick. The guns of a battleship are the heaviest made. She is a big floating fortress, against which the guns of small calibre would be useless. She cannot make much speed, therefore she must be able to defy anything that may come against her except a vessel of her own class, relying solely upon her guns and her armor to keep aloft and send the other fellow to the bottom.

THE BATTERIES.

Besides the turrets, wherein are the big guns, a battleship has what are known as secondary batteries, in which are guns of lighter calibre. Nothing must be left to chance, and a battleship that has only its own strength to look to for protection must be fitted with small guns to sink the dreaded torpedo-boats, against whose attacks the great 13-inch rifles might prove too slow and ponderous. Take away this secondary battery, leaving only the great guns in their turrets, and with the deck nearer the water's edge, the battleship becomes a monitor, a class of vessel that experts maintain is more useful than a battleship for coast-defence purposes. The monitor is a poor vessel in a rough sea, and can only make a speed of about thirteen miles an hour, but she is a hard vessel to hit, presenting a very small mark by reason of her low freeboard, and possessing, with her big guns, tremendously effective means of offence.

A cruiser is armored with but three or four inches of steel. She carries guns of a lighter calibre than the battleship, the 4-inch rifle being about the maximum size of her armament. A battleship with its 12-inch guns could settle the fate of a cruiser with one broadside, while the cruiser's guns would be harmless against

the battleship's thick hide, but the cruiser can make twenty-five miles an hour to the battleship's eighteen, so that an alert commander is safe from the big fellow's heavy guns.

PROTECTED CRUISERS.

Faster even than the armored cruiser, and lighter as to gun metal, is the protected cruiser, which usually carries one heavy 3-inch gun and several 4-inch and lighter rapid-fire guns. The armored cruiser is protected as to her deck, but little but the coal that is stored around the most vulnerable parts protects the rest of the vessel. She can make a speed several miles an hour faster than the armored cruiser, and so has her running abilities to count on in a meeting with a more powerful ship.

Gunboats and torpedo-boats are the smallest types of war vessels. The gunboat is a small cruiser, drawing very little water and built for river service, and to go where the bigger boats could not without grounding. Torpedo-boats can beat nothing with the few rapid-fire guns they carry except a boarding party. They are intended solely to sink ships with their one weapon—the torpedo. Whether they are to be feared or laughed at is a moot point. Many naval men say the latter, as they are easily disposed of, and cannot get near enough to be dangerous in these days of search-lights. But the question of their harmlessness or usefulness, like that of the whole system of naval designing, remains for practical lessons to decide.

AS TO BLOCKADES.

The Definition as Contained in Declaration of Paris.

The southern ports felt the inconvenience of effective blockade during the civil war, and it is possible that an attempt will be made to blockade important seaports of the United States. Distance from her base of operations will, however, make it extremely difficult, if not impossible, for Spain to maintain what is known in international law as an "effective" blockade. Unless it is effective in the legal, international sense, neutral commerce is not bound to respect it. Once established, a blockade can be terminated only in two ways—by voluntary relinquishment by the belligerent that tried to establish it, or by the raising of the blockade by the enemy. Neutral vessels are subject to search by either "belligerent" for "contraband of war," for articles manufactured and primarily or ordinarily used for military purposes in time of war, and destined for the use of the hostile nation in war. Contraband articles are subject to capture on the high seas, if thus destined for the use of the enemy in his military preparations; but by an "effective" blockade a belligerent may not only prohibit the entry of "contraband," but of all articles of commerce found in any vessel, neutral or otherwise. The penalty for running a blockade is forfeiture of the vessel and its cargo.

It is not necessary that an "effective" blockade should be maintained along the entire coast of an enemy's country to give a belligerent the right of seizure. The belligerent may designate one or more ports against which blockade is to be maintained. Probably the best definition of an "effective" blockade is that contained in the declaration of Paris, to which all the civilized nations formally assented, except Spain and the United States. The fourth article of the declaration says that blockades, in order to be binding, must be effective—that is to say, maintained by a force sufficient really to prevent access to the coast of an enemy. The United States, notwithstanding her failure to assent to all the principles enunciated in the declaration of Paris, has accepted this definition. One of the American authorities upon international law says that the belligerent who declares a blockade must place a "sufficient" force at the blockaded points to make him master of them. The same authority holds that a force sufficient to make the passage to or from the closed port "extremely dangerous" is all that is necessary. The mere attempt to run such a blockade subjects the vessel and cargo to the penalty of seizure and condemnation.

The authorities have much to say regarding the necessity of giving notice to neutrals that a blockade has been or is about to be established at any port. The belligerent resorting to this method of stopping the commerce of the enemy must issue a public proclamation, fixing the date upon which the blockade is to take effect. This proclamation must be issued a reasonable time before the blockade is established. It is the safer practice under the law of nations to warn away vessels approaching the blockaded port, although the public proclamation has been given. This practice has been followed by the United States, as appears by the proclamation issued by Mr. Lincoln, April 19, 1861, and it would doubtless be observed if it were deemed expedient to declare a blockade against Cuban ports.

Mr. Lincoln's proclamation announced that a competent naval force would be posted so as to prevent vessels from entering or departing from the seceding southern ports, and if with a view to violate such blockade any vessel should attempt to leave any of the said ports it

should be duly "warned" by the commander of one of the blockading vessels, who was required to indorse on the register of the offending ship the fact and date of such warning. If the same vessel should again attempt to enter or leave the blockaded port, she would be captured and sent to the nearest convenient port for such proceedings against her and her crew as might be deemed advisable. This is the great American precedent as to official notice respecting the establishment of blockade. The blockade of the Confederate ports played an exceedingly important role in the suppression of the rebellion by preventing the augmentation of southern resources from foreign countries.

Wedded a Quarter of a Century.

Mr. and Mrs. J. D. Christian, of this city, celebrated on Friday evening the twenty-fifth anniversary of their marriage, and with it Mrs. Christian's birthday. The receiving party consisted of Mr. and Mrs. J. D. Christian, Mr. George Taylor Christian, Miss Ida Christian, Mr. R. S. Christian, Jr., and Mrs. Richard H. Harwood. Among those present were Mr. and Mrs. William H. Boggs, of Baltimore; Judge and Mrs. George L. Christian, Miss Alice Taylor, of Charles City; Mr. and Mrs. Clarence D. Coleman, Mr. and Mrs. A. E. Waite, Misses Julia and Marian Ryland, Misses Gertrude and Nell Christian, Mr. and Mrs. Robert S. Christian, Colonel and Mrs. John S. Harwood, Mr. and Mrs. Thomas Christian, Mr. and Mrs. Reddy, Mrs. Sallie Jones, Mrs. Fanny Rodeker, Judge and Mrs. Edmund Waddill, Mr. and Mrs. S. P. Waddill, Mr. and Mrs. Parrish, Mr. and Mrs. W. Fred Richardson and daughter, Mr. and Mrs. C. B. Wood and son, Mr. and Mrs. Harry Valentine, Dr. and Mrs. Chas. Lee Cuyler, of Portsmouth; Mrs. Virginia Harwood, Mr. D. T. Taiman, Mr. D. D. Whitehead, Miss Lula Haggerty, and Mr. and Mrs. J. T. Jewett.

Services at Immanuel To-Day.

The services at Immanuel Baptist church to-day will be of special interest, and in continuation of the special meetings conducted through the week. Rev. Mr. Harrison will address the Sunday school at the close of the lesson, hold the usual service at 11 o'clock, preach to the children at 2:30 in the afternoon, and especially to the young people of the church and congregation at the night service, which begins at 8:15 o'clock. The Young People's Union will hold their weekly meeting at 7:30 o'clock.

Death of Rev. Mr. Barr's Mother.

Word was received here yesterday that Mrs. J. E. F. McKibben, mother of Rev. William A. Barr, rector of Monumental church, died at 2:30 in the morning in Greensboro, N. C., at the residence of Dr. Brodnax, whom she was visiting. Mr. Barr was in Winchester attending the council when he received the telegram stating that she was ill, and it is feared that he did not reach Greensboro before her death. Her remains will be taken to Cincinnati for burial.

Ascension Services To-Night.

Richmond Commandery, No. 2, Knights Templar, will hold their annual Ascension service at the First Baptist church to-night. Rev. Dr. Cooper will preach the sermon, and there will be special music. St. Andrew's Commandery, No. 13, has been invited to attend. The Templars will assemble at the Masonic Temple at 7:30 o'clock in full dress of a Templar on foot.

The McGill Catholic Union.

The McGill Catholic Union will hold their regular literary meeting Monday evening, the 23d instant, with an interesting programme. An address on "A Trip to Europe" will be delivered by Mr. John R. Higgins. The evening's entertainment will be highly enjoyed by all those who attend.

Dr. Jordan Goes to Mobile.

Dr. Arthur Jordan left yesterday at noon for Mobile, Ala., where he enters the United States army as assistant surgeon. Dr. Jordan has been assured that he will go into Cuba with the first invading troops.

NEW SLEEPING-CAR LINE

Between Charlotte, N. C., and Birmingham, Ala., via Southern Railway.

On and after May 21st, the Southern railway will operate through sleepers between Charlotte, N. C., and Birmingham, Ala. These sleepers are the latest design, ten section drawing-room, and buffet Pullman sleepers, and will be moved on the Southern's United States Fast Mail trains, Nos. 35 and 36, between the above points. Passengers leaving Richmond at 11:45 P. M. daily will make close connection with this through car at Charlotte and sleeping-car space for any point south of Charlotte can be reserved at Richmond. This service is in addition to the regular New Orleans sleeper, operated on this train, and also in addition to the elegant sleeping-car service now offered on train leaving Richmond at 12:10 A. M., in connection with Washington and Southwestern Limited, between Richmond, Atlanta, Birmingham, Memphis, and to New Orleans.

THE BOY SOLDIERS.

SKETCH OF LYNCHBURG ZOUAVES, NOW AT CAMP LEE.

FIRST FORMED OF MERE LADS.

Caught the Military Spirit at a Summer Encampment and Two Companies Were Organized, But Subsequently United.

It has occurred to the writer that perhaps a brief sketch, incorporating some facts relative to the Virginia Zouaves, of Lynchburg, not brought out in the necessarily limited notice of the company on its arrival in Richmond, would be of interest to the Dispatch readers. For the Zouaves, although the youngest State command in point of age of its members, has at least a readable history. Its organization dates from 1883, in the summer of which year an encampment of the Third Virginia Regiment was a pleasant event in the history of Lynchburg. Among the companies in attendance were the Culpeper Minute Men and the Warrenton Rifles.

The daily drill at the encampment fired the boyish imagination of a number of ardent youths, already schooled in the parental curriculum to venerate the soldier of the Confederacy as the highest type of man and hero. Lynchburg, it is well to remember, is pre-eminently a city of southern chivalry, the ardor of whose citizens was but slightly abated by the finale of Appomattox.

TWO COMPANIES OF BOYS.

Scarcely had the encampment ended before two juvenile companies were organized, one choosing the name Lynchburg Rifles and the other that of Lynchburg Minute Men, the companies of the encampment above named being honored by the adaptation of their company cognomens by their youthful Lynchburg admirers.

At first, both companies wore knee-breeches and shouldered wooden muskets. They drilled to the exclusion of every social function and boyish amusement, and the rivalry of the respective commands spurred each to its utmost endeavor to excel the other. Finally, however, emulation was succeeded by combination, the Minute Men being absorbed by the Rifles. Soon thereafter the distinctive title under which the organization has achieved local and State renown was adopted, when the uniform of the command influenced and dictated the choice of the "Virginia Zouaves" as the permanent designation.

The Rifles evidenced a disposition to encourage the martial spirit of the boys, who, almost without exception, were members of the city's representative families. The Zouaves prospered—and drilled. Captain John Clark, the original captain, was succeeded several years later by the present captain, Robert Edward Craighead, whose Confederate ancestry is indicated by names first and second—those of the immortal Lee. The spirit of the captain has since consistently dominated the policy of the company, who, two years after their genesis, discarded the wooden weapons for Springfield rifles, which, by courtesy of the extinct Lynchburg Light Artillery Blues, they secured in 1885.

WON A STATE REPUTATION.

The State reputation of the Zouaves began in the year of the dedication of the Richmond monument to General R. E. Lee. The company was present in the capital city that year for the first time, and by their picturesque red, white, and blue uniforms—after the Zouave style—attracted unusual attention. The favorable comment then engendered was strengthened in after years, for no considerable event of a military character has occurred in Richmond since then that the Zouaves have not participated in. While it is true that the distinctive uniforms primarily caused comment, the enduring qualities of the command and these which the company is proud of, are the tactical perfection of the organization and the social status of its personnel.

At the Lee monument corner-stone laying, the Lee unveiling, one of the big Richmond expositions, the dedication of the Soldiers' and Sailors' monument, and the Confederate reunion of 1885, the Zouaves have been conspicuously in evidence, their precision of drill in the line of march and gentlemanly deportment off duty equally contributing to the building of a reputation that the company values above price.

The Zouaves have on several occasions enriched a dwindling treasury by means of amateur theatricals, from which they have cleared in the aggregate several hundred dollars. In this connection there is a delightful little romance. Captain Craighead, modest as he is good and true, became acquainted with the heroine of one of the plays, and his precocious bachelor heart succumbed. The charming heroine aforementioned, Miss Nanette

Hutter, one of the belles of Lynchburg, within a year thereafter became his wife.

RECORD AN HONORABLE ONE.

Not alone at home and at Richmond are the Zouaves known. At Lexington, where they attended the unveiling of the Jackson monument; at Roanoke, whose decennial celebration they took part in, and at the Allegheny Springs, where the company has twice pitched its summer encampment tents, the company is held in high esteem. The last encampment at Allegheny was in 1895, at which time the Dispatch's "Idle Reporter" was sojourning at the picturesque mountain resort. The "Idle" wrote to the Dispatch describing the Zouaves as "young roosters," whom the "hens"—young ladies at the springs—eagerly welcomed, perhaps embraced. One member of the Zouaves, ex-Lieutenant Ernest R. Gilbert, now of Richmond, and recently married, was profoundly impressed with the grandeur of the scenery of Allegheny on the occasion of the company's first visit to the resort, and on the return, after a week's pleasant sojourn, eloquently descended on the wondrous mountain, dale, and stream beauties of this portion of the Old Dominion.

Such is the history of the Virginia Zouaves in the times of "piping peace." That their record in the present time of war will be equally as honorable, though fraught with danger, goes without saying among those who know the company.

P. M. LYNN,

ex-Lieutenant, Virginia Zouaves.

Danville, Va., May 21, 1893.

HAPPENINGS IN BLACKSBURG.

The Band Leaves for Richmond—Personal Matters of Interest.

BLACKSBURG, VA., May 21.—(Special.) President J. M. McBryde returned this week from a visit to the rector of the Board of Visitors, Captain C. E. Vawter, having spent a few days with him at his home at the Miller Normal School, in Albemarle.

Contrary to the custom of the past few years, the meeting of the Board of Visitors, in June, will be postponed until June 17th—the Friday following commencement-day. This is done in order that the board may be free from the interruptions incident to the finals, and thus expedite the business before it.

On Tuesday evening Professor and Mrs. D. Oliver Nourse gave a very handsome reception at their home, Solitude, in celebration of the tenth anniversary of their marriage. Mrs. Nourse was assisted in receiving by her cousin, Miss Lane, of Massachusetts, who is visiting her, and Mrs. Randolph and Miss Maria Balchburg, who were here on a visit to-morrow. A most delicious supper was served, by hundreds of invitations were issued to members of the faculty and to friends in and out of town.

Professor and Mrs. Nourse, though natives of Massachusetts, have lived here during nearly the whole of their married life, and have made many warm friends for themselves.

Miss Sude McBryde has been absent for a week visiting friends in Lynchburg. She is the guest of Miss Lacy, the charming daughter of the well-known Episcopal evangelist, Dr. Lacy, who makes his home in this city.

OF PERSONAL INTEREST.

Mrs. Dr. Kent Black has had as her guest, Mrs. Sedgwick, of Memphis; Mr. Watson, of Salem, and Miss Fitzhugh, of Pulaski.

Mrs. Mater, of Prince Edward county, formerly a well-known resident of Blacksburg, is here on a visit to her son, Mr. George W. Mater.

Mr. F. C. Carper has returned from a visit to his home, in Salem, where he spent recently three or four days.

Mr. A. A. Phlegar, Jr., a son of the Hon. A. A. Phlegar, of Christiansburg, is still absent from his duties, being incapacitated by an injury to his leg.

Rev. James M. Holladay, pastor of the Presbyterian church, will fill to-morrow the pulpit of Dr. W. C. Campbell, of Roanoke city. The pulpit here will be filled by Rev. Mr. Clyde Sheltman, a divinity student of Louisville Theological Seminary.

Mrs. Emily Randolph, of West Virginia, is here and will remain several months with her son, Professor L. S. Randolph.

Miss Maggie Walker, who has been for some weeks with relatives in Pulaski, returns home this morning.

Mr. R. S. Wilkins, of Charlotte, N. C., and Mr. W. F. Bell, of Staunton, Va., have been elected captain and manager, respectively, of the base-ball team for 1898-99. These are both happy selections, officers who have and will retain the respect of their men.

Though the base-ball season has ceased, lovers of athletics are not without amusement. Interest still runs high in the race for the class pennant in base ball, and one, or perhaps, two more games must be played before it is decided whether the seniors or juniors will win it. Then, a tennis tournament has begun, which bids fair to be full of interest.

THE BAND LEAVES.

Among the members of the Blacksburg Band, which left on yesterday, were a number of former students of the institute, and five who were in attendance this year—Messrs. Poland, Dickinson, Harper, Hardwick, and Sarver. It was with mingled feelings of pride and sadness that our citizens saw them leave.

Stylish Men

who seek the finest garments, the latest in style of cut, the best fabrics, and the swellest patterns, can save many dollars by purchasing from

J. R. SHEPPARD,
Corner Fourth and Broad Streets.

No Merchant Tailor

shows any smarter or more exclusive patterns than are included among the hundreds of Fine Ready-Made Suits and Trousers we're showing. You can secure the very cream of this season's productions here now at a handsome saving.

Boys' and Children's Suits

are here in great quantities, and we will save you money if you will visit this department before buying.

Our Men's and Boys' Straw Hats

are now ready and await your inspection.

J. R. SHEPPARD, CORNER FOURTH AND BROAD STREETS.

Take the steamer Oceanographer every Mon. Wed. & Fri. for Norfolk, Old Point & Newport News at VII a.m. Round-trip tickets only \$1.50 good for 15 days. A. Sig. Taken with cool breezes & no duck during June, July & Aug. insures the most pleasant & healthful route to the sea-shore.

BUY WHERE YOU CAN SAVE MONEY.

I CAN SAVE YOU DOLLARS ON

BICYCLES,

TIRES, REPAIRING, AND SUNDRIES.

My success is the result of honest prices, good quality, and liberal guarantee. Agent for Relay Bicycles (you see the balls), Virginia Swell, Virginia Bell. Special prices for cash. Good second-hand wheels bought, sold, and exchanged. High grade wheels for hire. Duplicate parts and large sprockets made for any wheel.

B.A. BLENNER,

310 N. FIFTH ST., BETWEEN BROAD AND MARSHALL STS.

PHONE 888. my 1-24. To 17th

David A. Ainslie,

Builder of the Best Class of

CARRIAGES

FOR TOWN OR COUNTRY

Nos. 8, 10, and 12 Tenth street,

RICHMOND, VA.

Rubber Tires.

If you want real comfort, have RUBBER TIRES put on your carriage. We can put them on for you in ONE DAY, saving sending them away to be scratched. In case of accident we can repair your tires in a few hours. Have used the pattern of tire we put on for two years, and after trying all the different makes consider this the best.

Repairing and Repainting Vehicles and Building to order our Special (mh 29-su, w & f)

Several of our young men have enlisted in various companies and are now mustered into the service; but when twenty strong, many fellows leave at once it makes the war much more a reality than one had before regarded it.

Mr. J. P. Harvey, the leader, is a musician of rare talent and wonderful ability as an instructor. He was for four years the leader of the institute band, and his loss will be severely felt.

Captain Thomas Tate, the senator

It renews the color-Elastic March.